

UNION PACIFIC RAILROAD COMPANY

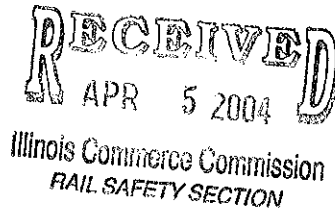
301 W. LAKE ST.
NORTHLAKE, IL 60164



ORIGINAL

March 29, 2004

Mr. Michael E. Stead
Railroad Safety Program Administrator
Illinois Commerce Commission
527 East Capitol Avenue
P. O. Box 19280
Springfield, IL 62794-9280



RE: Crossing: Public
IL. Chicago Heights
State Street
MP 0.14 Chicago Heights Industrial Lead.
DOT NO. 862647C

X-12138

104-0052

Dear Mr. Stead:

Enclosed is a Form 3 application requesting authority to make the changes as described in attachments for the above named crossing.

Please acknowledge receipt of this letter by stamping the duplicate copy and returning it to me.

Sincerely,

Richard Ellison

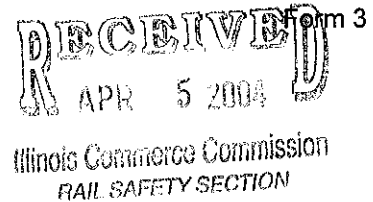
Richard Ellison
Industry & Public Projects Coordinator

DOCKETED

ORIGINAL

Completion of this form is necessary to accomplish the statutory purpose as outlined in the Illinois Public Utilities Act, chapter 111 2/3, Sec. 9. Failure to provide the requested information may prevent your request from being processed. This form has been approved by the Forms Management Center.

STATE OF ILLINOIS
ILLINOIS COMMERCE COMMISSION



Petition for permission to make a major change in crossing protection, or to install new protection under 92 Illinois Administrative Code 1535.400 (d)

X-12138

Date: March 29, 2004

To the Illinois Commerce Commission:

The petitioner Union Pacific Railroad Company shows

- (1) That it is a railroad company operating a line of railroad in the State of Illinois.
- (2) That petitioner proposes and hereby makes application for authority to make a major change in crossing protection, or to install new protection, under 92 Illinois Administrative Code 1535.400 (d) adopted by this Commission.
- (3) That the location of the crossing, the nature of protection now established and proposed to be established, and other pertinent facts in connection therewith, are set forth in the statement attached to and forming part of this petition.
- (4) That petitioner's reasons and purpose, with reference to its said proposal are

To install Cantilevers and constant warning time

- (5) That the facts set forth in this petition and in the statement and plans or plats attached thereto, are, all of them, true and correct to the best of petitioner's knowledge and belief.

WHEREFORE, the petitioner prays that the Commission will, if deemed desirable by the Commission, set the aforesaid matter for hearing, and that the Commission enter an order or adopt a resolution consenting to and granting authority for the making of the said proposed changes in or additions to crossing protection.

(Union Pacific Railroad)

By Richard Ellison
(Richard Ellison
Public Project Coordinator
(708) 649 5214

Mr Mack Shumate
(Attorney for Petitioner)

101 N. Wacker Drive
Suite 1920
Chicago, IL. 60606
(Attorney's Address)

DOCKETED

Statement, attached to and part of an application for permission to make a major change in crossing protection or to install new protection, under 92 Ill. Adm. Code 1535.400(d).

1. Name of Railroad Company Union Pacific Railroad
2. Crossing Number 862647C
3. Village or City Chicago Heights IL
4. Name of Street or Highway State Street
5. Public Agency Maintaining Highway Cook County Department of Highways
6. Protection now established: (Give full description. Indicate the hours of any manual protection.)
Flashing lights
7. Protection desired: (Give details)
Cantilevers and constant warning time
8. Number of main tracks 1 Other tracks 1
9. Number of passenger train movements: 6 a.m. to 6 p.m. 0 6 p.m. to 6 a.m. 0
10. Number of freight train movements: 6 a.m. to 6 p.m. 2 6 p.m. to 6 a.m. 2
11. Approximate number of switch movements: 6 a.m. to 6 p.m. 1 6 p.m. to 6 a.m. 1
12. Maximum speed of trains at crossing on each track in each direction
Track 1 N/E Bound 10 mph S/W Bound 10 mph
Track 2 N/E Bound 10 mph S/W Bound 10 mph
Track 3 N/E Bound _____ mph S/W Bound _____ mph
13. Passenger platforms served by tracks within the limits of track circuits, if any _____
14. Where automatic signals or gates are proposed, approximately number of train or engine movements daily which would cause false indications or operation _____

15. Nature and approximate amount of street or highway traffic over crossing
4600 per day

16. In addition to the information listed hereinbefore in Form 3, attach a track plan or plat of the proposed crossing. This plan should show:

- (a) Width and surface of highway.
- (b) Highway intersections (including private driveways to be so indicated) and location of established highway signs or signals within 100 feet of crossing.
- (c) Location of tracks, switches and other railroad facilities such as block signals, etc. within limits of track circuits, present and/or proposed.
- (d) Where automatic protection is proposed, show proposed location of signals (sidelights, cantilevers, etc., if any).
- (e) Show the length of each operation track section within the control limits of the crossing protection and its function.

ADDITIONAL INFORMATION

VERIFICATION

I, **Richard Ellison**), first being duly sworn upon oath depose and say that I am **Public Project Coordinator of Union Pacific Railroad**), an **IL** corporation; that I have read the above and foregoing petition by me subscribed and know the contents thereof; that said contents are true in substance and in fact, except as to those matters stated upon information and belief, and as to those, I believe same to be true.


Public Project Coordinator

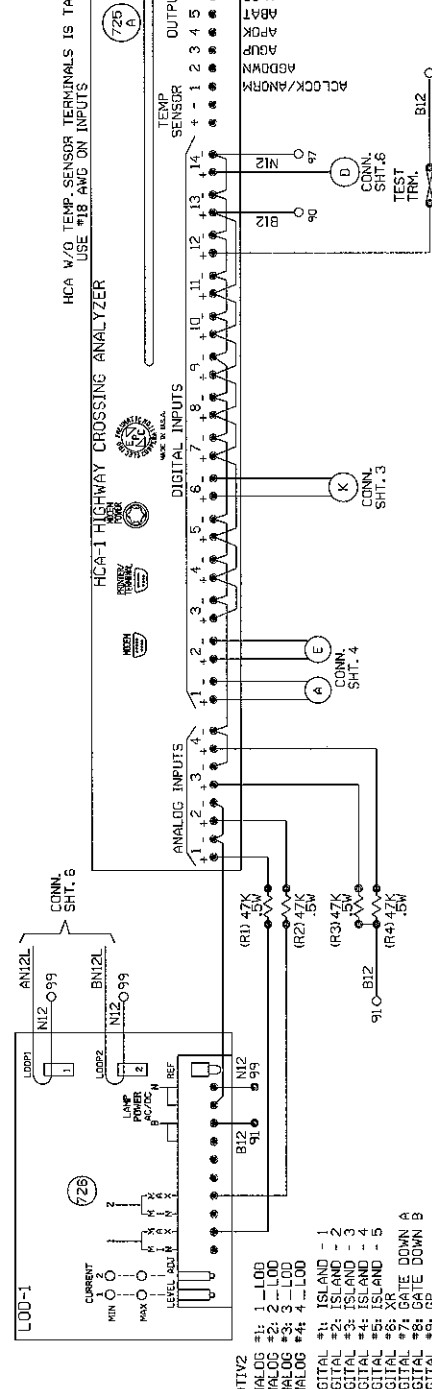


~~IN = OUT~~

1. THE POWER FOR AN LOD MUST BE WIRED TO THE SAME SOURCE AS THE LIGHTS THEY ARE MONITORING.
2. ONE REFERENCE VOLTAGE PER LOD PER HCA ANALOG INPUT.

3. A RESISTOR MUST ALWAYS BE INSTALLED IN SERIES BETWEEN THE LDO OUTPUTS AND THE HCA ANALOG INPUTS.
4. THE NUMBER OF UNIQUE REFERENCE VOLT IS DETERMINED BY THE NUMBER OF UNIQUE BATTERY BANKS AND/OR LIGHTING TRANSFORMERS.

1. CPU BOARD REV LEVEL "5" OR HIGHER.
2. CPU BOARD REV LEVEL "6" OR GREATER ON IC13.
3. DIP SWITCH #1.
4. DIP SWITCH #2.
5. JUMPER ALL UNUSED DIGITAL "+I" INPUTS TO POSITIVE BATTERY.
6. JUMPER ALL UNUSED DIGITAL "+I" INPUTS TO NEGATIVE BATTERY.
7. DO NOT JUMPER INPUTS WITH DIFFERENT VOLTAGE REFERENCES TOGETHER.
8. ALL DIODES IN5060 OR IN4004 UNLESS OTHERWISE NOTED.



NEW SHEET
CHICAGO HEIGHTS, ILLINOIS
STATE STREET
M.P. 0.14
CHICAGO HEIGHTS INDUSTRIAL
WILLA GROVE SUBDIVISION
D.O.T. #862 647C

UNION PACIFIC RAILROAD
CHICAGO HEIGHTS, ILLINOIS
HIGHWAY CROSSING SIGNALS
CONTROL CIRCUITS

DATE 5-21-03
SHEET 2
DWG 0.14
S-305
OFFICE OF CHIEF ENGR.
OMAHA, NEBR.

MODIFICATION LEVEL		UNION PACIFIC		DES: CTC	
Q.A. LAST LEVEL CHK'D.	DC			QIB: CTC	
LAST LEVEL MOD. THIS TYP.	DC			CHK: JTB	
LAST LEVEL BY DESIGNER.	DC			ANF: 05080	
CHANGED FROM TYP.2 Y/N	Y			ID: 030514.2X	
		SIGNAL DESIGN			

1	5-21-03	1. METAL CANTILEVERS 2. CONSTANT WINDING 3. STATE STREET, 4. F.E. 00000 5. 172
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NOTES:
ALL DIODES IN5060 OR IN4004 UNLESS OTHERWISE NOTED.
* MOUNT ANTENNA ON TOP OF HOUSE.
INSTALL ANTENNA CABLE AND CHOKE
PER TECH BULLETIN #99-0015-00
ALL WIRES #18 UNLESS OTHERWISE NOTED.

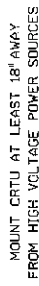
ALL WIRES #18 UNLESS OTHERWISE NOTED.
ALL UNUSED 'N' INPUTS MUST BE TIED HIGH TO BATTERY
ALL UNUSED ANALOG INPUTS MUST BE TIED HIGH TO BATTERY
ALL UNUSED 'NO' INPUTS MUST BE DISCONNECTED
NORMAL STATE FOR ANALOG CHANNELS IS EQUAL TO THE
STORED NOMINAL VOLTAGE +120V OR -81V
CRTU FRONT PANEL DISPLAY CHART INDICATES NORMAL STATE
☐ DIGITAL INPUT HIGH, ☐ DIGITAL INPUT LOW, OR
☐ POWER FAIL, ☐ INPUT OPEN

LATCH IS SET BECAUSE CRTU
DETECTED AN ALARM CONDITION

12.06V L ← 'RUN MODE' 'RUN MODE-SILENT'
 CRTU RADIO IS DISABLED.
 REPROGRAM CRTU WITH LAPTOP.
 ANALOG AND AC INPUT MODULES AND SURGE PROTECTORS
 MUST BE MOUNTED LESS THAN 18" FROM CRTU

ANALOG MODULES CONVERT DC VOLTAGE TO A SQUARE WAVE. A WORKING ANALOG MODULE WILL HAVE 4.5VDC TO 8.0VDC BETWEEN 5VOUT+ AND 5VOUT-. WHERE, 0VOLTS = 0HZ OUT, 3.0VOLTS = 10KHZ OUT, AND 15VOLTS = 5KHZ OUT.

CRTU CH4 CAN BE CONNECTED TO EITHER SP18 OR EQUIPMENT SIDE OF MDS1, TAB 565



UNIT INSTALLATION AND SETUP

UNIT INSTALLATION AND SETUP

MAINTENANCE OPERATIONS

CHANNEL	SENSE	NAME	RECOGNITION DELAY	RETURN	REPORTING	ALARM	ALARM	EVENT LOGGING		
NORMAL	NO/NCI	FUNCTION	SECONDS	TO NORMAL	MODE	LINKED	LINKED	ENABLED OPTIONS		
STATE			ACTIVE	NORMAL		CHANNEL	CRITERIA			
POWER	POWER	PF-IN-PK	7.200	ENABLED	ALERT	DISABLED	N/A			
FAIL	AC DEFECT	AC POWER FAIL	300	NORMAL						
CH1	DIGITAL	CH1-XP	1.600	ENABLED	ALERT	DISABLED	N/A			
	INPUT	XP DOWN TO LONG	1	NORMAL						
CH2	DIGITAL	CH2-EO	120	ENABLED	ALERT	DISABLED	N/A			
	INPUT	ALARM	10	NORMAL						
CH3	DIGITAL	CH3-GT	120	ENABLED	ALERT	DISABLED	N/A			
	INPUT	GATES NOT UP/DOWN	10	NORMAL						
CH4	ANALOG	CH4-Bb-V	800	ENABLED	ALERT	DISABLED	N/A			
STORED	NOMINAL	BATTERY MONITOR	1200	NORMAL	W/UPDATE			PF-IN-PK CH1-XP CH2-EO CH3-GT		
VOLTAGE	INPUT	BATTERY LOW								
POWER	ANALOG	PS-Bb-V	1200	ENABLED	ALERT	DISABLED	N/A			
SOURCE	INPUT	BATTERY MONITOR	600	NORMAL	W/UPDATE					
(CH6)	N/A	BATTERY LOW								
ANALOG	USEFUL RANGE	DISPLAYED RANGE	RELATIVE	ABSOLUTE	ATOMIC	STORED	SAMPLED			
CHANNEL	RANGE	VOLTS	ALARM POINT	ALARM POINT	INTERVAL	NOMINAL	NOMINAL			
LOW	LOW	LOW	LOW	LOW	HIGH	VOLTAGE	VOLTAGE			
CH4	0.0	30.00	0.0	30.00	812	120%	10.0	2%	14 DAYS	12.6%
POWER	0.0	30.00	0.0	30.00	812	120%	10.0	2%	14 DAYS	12.6%
RELAY	NAME	ACTIVE	NORMAL	RELAY	PULSE	DURATION	15 SECONDS	S4625g Ver: 2.3.3	REV'D 9-20-02	
OUTPUT	FLY-OUT	SET-UP-OPEN	CLOCK-IN-CLOSE							

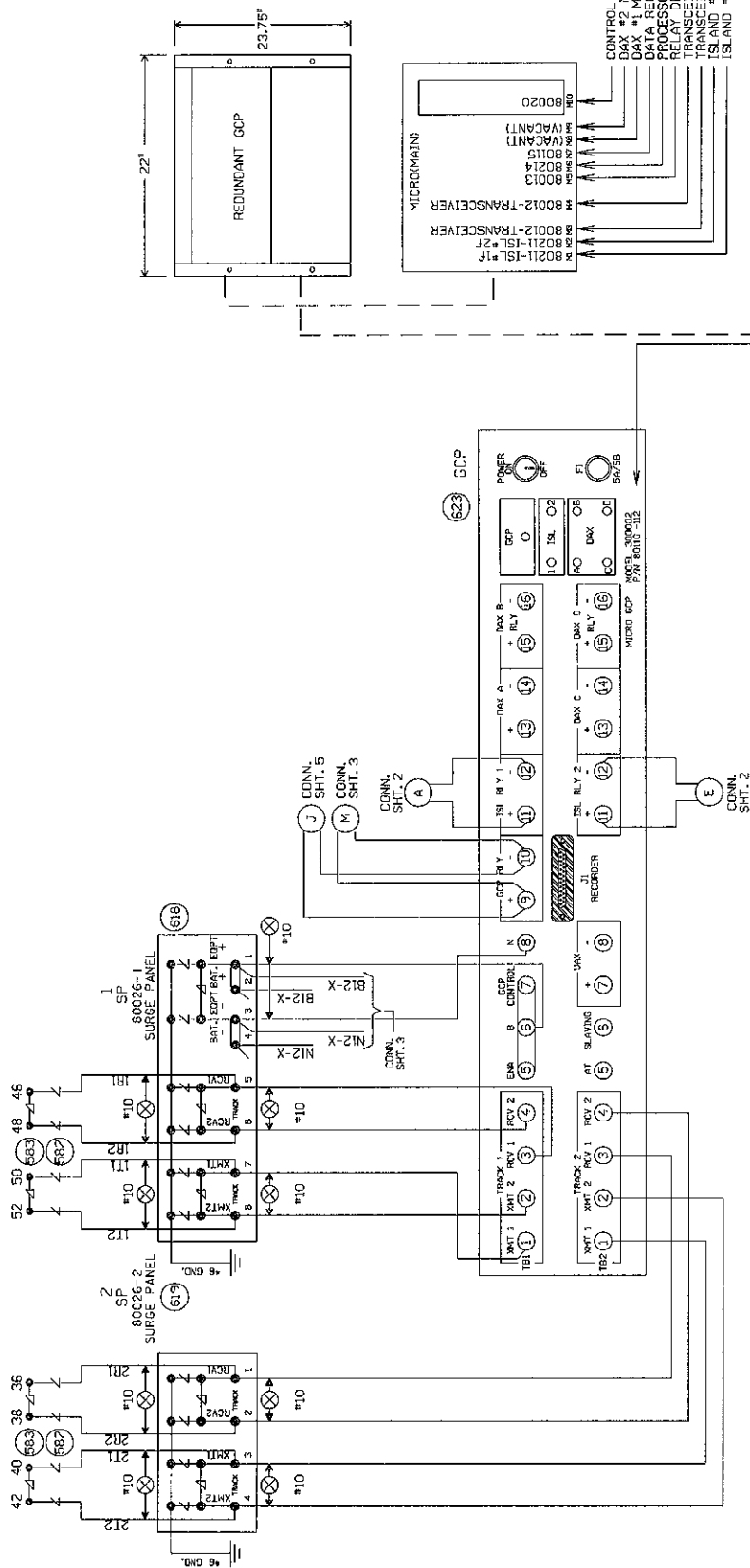
<p>TO START OR ABORT ANY PROCEDURE</p> <ol style="list-style-type: none"> 1. PRESS THE "CANCEL" BUTTON FIRST. <p>WHEN RESPONDING TO A CALL, PUT THE CRTU IN THE "SILENCE ALARMS" MODE</p> <ol style="list-style-type: none"> 1. PRESS "SELECT" AND THEN "←" ARROW BUTTON UNTIL DISPLAY: "ACTION" ALARMS 2. PRESS THE "SELECT" BUTTON TWICE 3. CORRECT PROBLEM AND SIMULATE NORMAL 4. RETURN MOVEMENT THROUGH THE LOCATION 5. PRESS THE "←" ARROW BUTTON 6. VERIFY ALL CHANNELS INDICATE A NORMAL STATE <p>NORMAL STARTS ARE ON THE CHANNEL SELECT CHART</p> <p>CLEAR TIMERS, LATENCES AND SEND ALL NORMAL</p> <ol style="list-style-type: none"> 1. GO TO SERVICE MODE AND PRESS "SERVICE MODE" 2. PRESS "SELECT" AND THEN "←" ARROW BUTTON UNTIL DISPLAY: "ACTION" 3. PRESS "SELECT" AND THEN "←" ARROW BUTTON UNTIL DISPLAY: "SERVICE MODE" 4. PRESS "SELECT" TO CLEAR LATENCES AND SEND ALL NORMAL 5. HOWEVER, IF ALARMS NOT "CLEARED," DISPLAY: "ALARMS FOUND/PRESENT" <ol style="list-style-type: none"> 6. PRESS "CANCEL," CORRECT PROBLEM AND REPEAT STEPS 2 thru 4 UNTIL ALL NORMAL "SENT." <p>TO CANCEL THE "SILENCE ALARMS" MODE</p> <ol style="list-style-type: none"> 1. PRESS "SELECT" AND THEN "←" ARROW" BUTTON UNTIL DISPLAY: "CANCEL SILENCE" <p>EXAMINE & SET BATTERY VOLTAGE NOMINAL VALUE</p> <ol style="list-style-type: none"> 1. PRESS THE "←" ARROW OR "←" ARROW" BUTTON UNTIL THE DESIRED CHANNEL IS DISPLAYED. <p>DISPLAY: 13.8V NORMAL</p> <ol style="list-style-type: none"> 2. VERIFY THE DISPLAYED READING WITH A 3. PRESS THE "SELECT" BUTTON AND THE CRTU 4. DISPLAY WILL SWITCH BETWEEN CURRENT /SAVED NOMINAL 5. PRESS "←" ARROW" BUTTON UNTIL "CURRENT" NOMINAL ON <p>DISPLAY: 13.663</p> <ol style="list-style-type: none"> 6. PRESS "SELECT" AND THEN "←" ARROW" BUTTON UNTIL DISPLAY: "SAVED NOMINAL 6" <p>STORED</p> <ol style="list-style-type: none"> 4. PRESS THE "SELECT" BUTTON AND THE CURRENT 5. VERIFY THE NOMINAL VALUE WILL BE SAMPLED 6. PRESS "←" ARROW" BUTTON UNTIL "NOMINAL" VALUE 7. VERIFY THE NOMINAL ON AND "SAVED NOMINAL" ARE EQUIVALENT 8. REPEAT STEPS 1 THRU 7 9. PRESS THE "CANCEL" BUTTON. 	
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NEW SHEET
CHICAGO HEIGHTS, ILLINOIS
STATE STREET
M.P. 0.14
CHICAGO HEIGHTS INDUSTRIAL LEAD
VILLA GROVE SUBDIVISION
D.O.T. #862 647C

DES. CTC DR. CTC CH. JTB E. 09080 = 000514.3X	UNION PACIFIC RAILROAD CHICAGO HEIGHTS, ILLINOIS HIGHWAY CROSSING SIGNALS CONTROL CIRCUITS OFFICE OF CHIEF ENGR.	DATE 5-21-03 SHEET 3 DWG. 0.14 S-305 IOWA NEBR.
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1	5-21-03	INSTALL CONTAINERS A CONSTANT WARNING IN A CHIEF STREET. A.P.E. 00060	MODIFICATION LEVEL		UNION PACIFIC
			0.A. LAST LEVEL CHK'D.	DC	
			LAST LEVEL MOD. THIS TYP.	DC	
			LAST LEVEL BY DESIGNER.	DC	
			CHANGED FROM TYP.? Y/N	Y	SIGNAL DESIGN

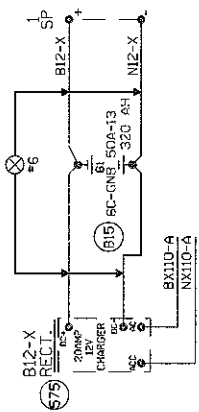
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NOTE:
THIS DRAWING WAS DESIGNED FOR A
SPECIFIC APPLICATION. IF A MODIFICATION
OR REDESIGN OF THIS DRAWING CAUSES ANY
MODULES TO CHANGE, THE UNIT'S PART NUMBER
MUST BE CHANGED TO CORRESPOND ACCORDINGLY.

NOTE:
EACH TRANSMITTER TO RAIL WIRE FROM TB1-1 AND TB1-2 MUST NOT EXCEED
THE MAXIMUM LENGTH SPECIFIED IN THE TABLE SHOWN BELOW. THE RECEIVER
WIRE LENGTH IS NOT CRITICAL. DOES NOT APPLY TO 6 TRACK WIRE
APPLICATION.

WIRE FREQUENCY (HZ)	MAXIMUM TRANSMIT WIRE LENGTH (FEET)
86	100
114	125
155	150
211	200
285-970	250



NEW SHEET
CHICAGO HEIGHTS, ILLINOIS
STATE STREET
CHICAGO HEIGHTS INDUSTRIAL LEAD
D.O.T. #862 647C

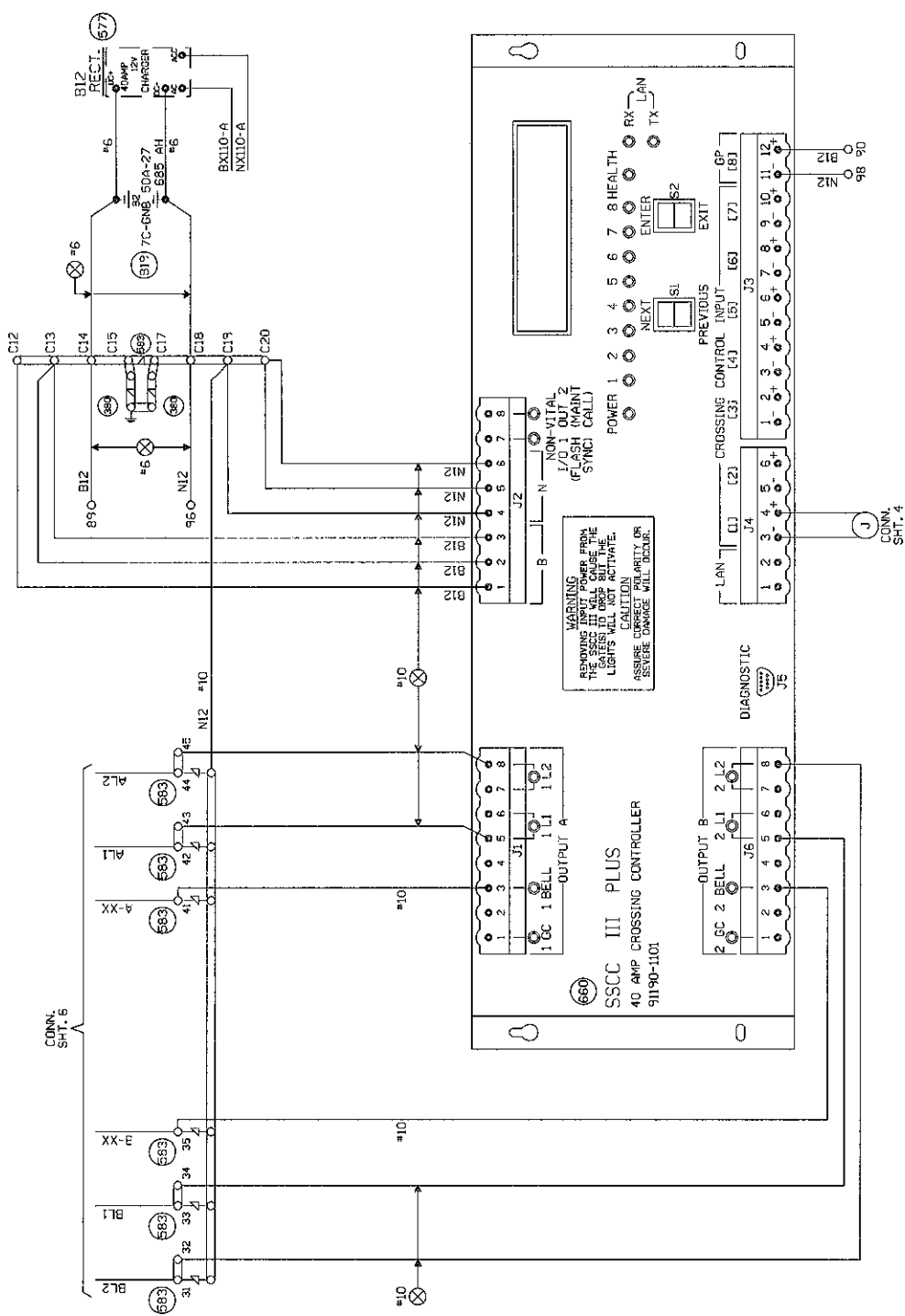
UNION PACIFIC RAILROAD
CHICAGO HEIGHTS, ILLINOIS
HIGHWAY CROSSING SIGNALS
CONTROL CIRCUITS
OFFICE OF CHIEF ENGR
CHICAGO, ILL.

DESIGN	DATE	BY	CHKD	DATE
5-21-03	5-21-03	4	4	4
5-21-03	5-21-03	4	4	4
5-21-03	5-21-03	4	4	4
5-21-03	5-21-03	4	4	4

MODIFICATION LEVEL	DESCRIPTION	DATE
0	ORIGINAL DESIGN	5-21-03
1	REVISION	5-21-03
2	REVISION	5-21-03
3	REVISION	5-21-03
4	REVISION	5-21-03

NEW SHEET
CHICAGO HEIGHTS, ILLINOIS
STATE STREET
CHICAGO HEIGHTS INDUSTRIAL LEAD
VILLA GROVE SUBDIVISION
D.O.T. #862 647C

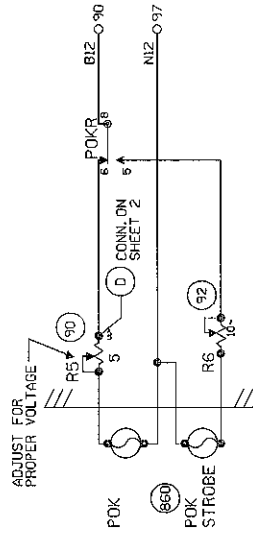
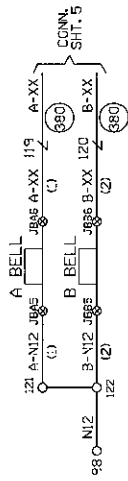
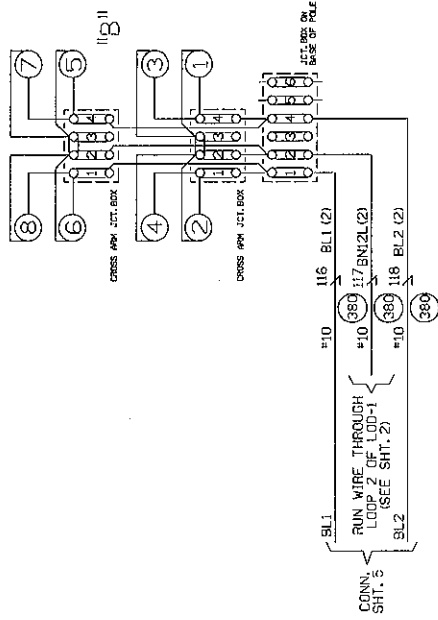
UNION PACIFIC RAILROAD
CHICAGO HEIGHTS, ILLINOIS
HIGHWAY CROSSING SIGNALS
CONTROL CIRCUITS
DATE 5-21-03
SHEET 5
DWG. D14
S-305
OFFICE OF CHIEF ENGR.



IMPORTANT
THE PROGRAM MCF AND ID LISTED BELOW MUST BE ENTERED IN THE PROGRAM SETUP ROUTINE FOR THIS SOLID STATE CROSSING CONTROLLER TO FUNCTION PROPERLY.
PROGRAM MCF: BASICPLS
PROGRAM ID: 087

UNION PACIFIC		DES: CTC	DES: CTC
CHG: JTB		CHG: JTB	CHG: JTB
A.F.E. 09060		A.F.E. 09060	A.F.E. 09060
ID: 030614.5X		ID: 030614.5X	ID: 030614.5X

MODIFICATION LEVEL		DES: CTC	DES: CTC
LAST LEVEL MOD THIS TYP.		LAST LEVEL MOD THIS TYP.	LAST LEVEL MOD THIS TYP.
LAST LEVEL BY DESIGNER		LAST LEVEL BY DESIGNER	LAST LEVEL BY DESIGNER
CHANGED FROM TYP. Y/N		CHANGED FROM TYP. Y/N	CHANGED FROM TYP. Y/N



NEW SHEET
CHICAGO HEIGHTS, ILLINOIS
STATE STREET
CHICAGO HEIGHTS INDUSTRIAL LEAD
VILLAGE GROVE SUBDIVISION
D.O.T. #862 647C

UNION PACIFIC RAILROAD
CHICAGO HEIGHTS, ILLINOIS
HIGHWAY CROSSING SIGNALS
CONTROL CIRCUITS
OFFICE OF CHIEF ENGR
CHICAGO, ILL.

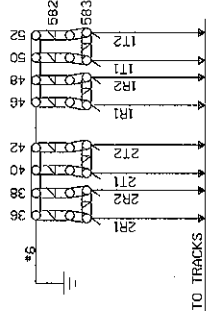
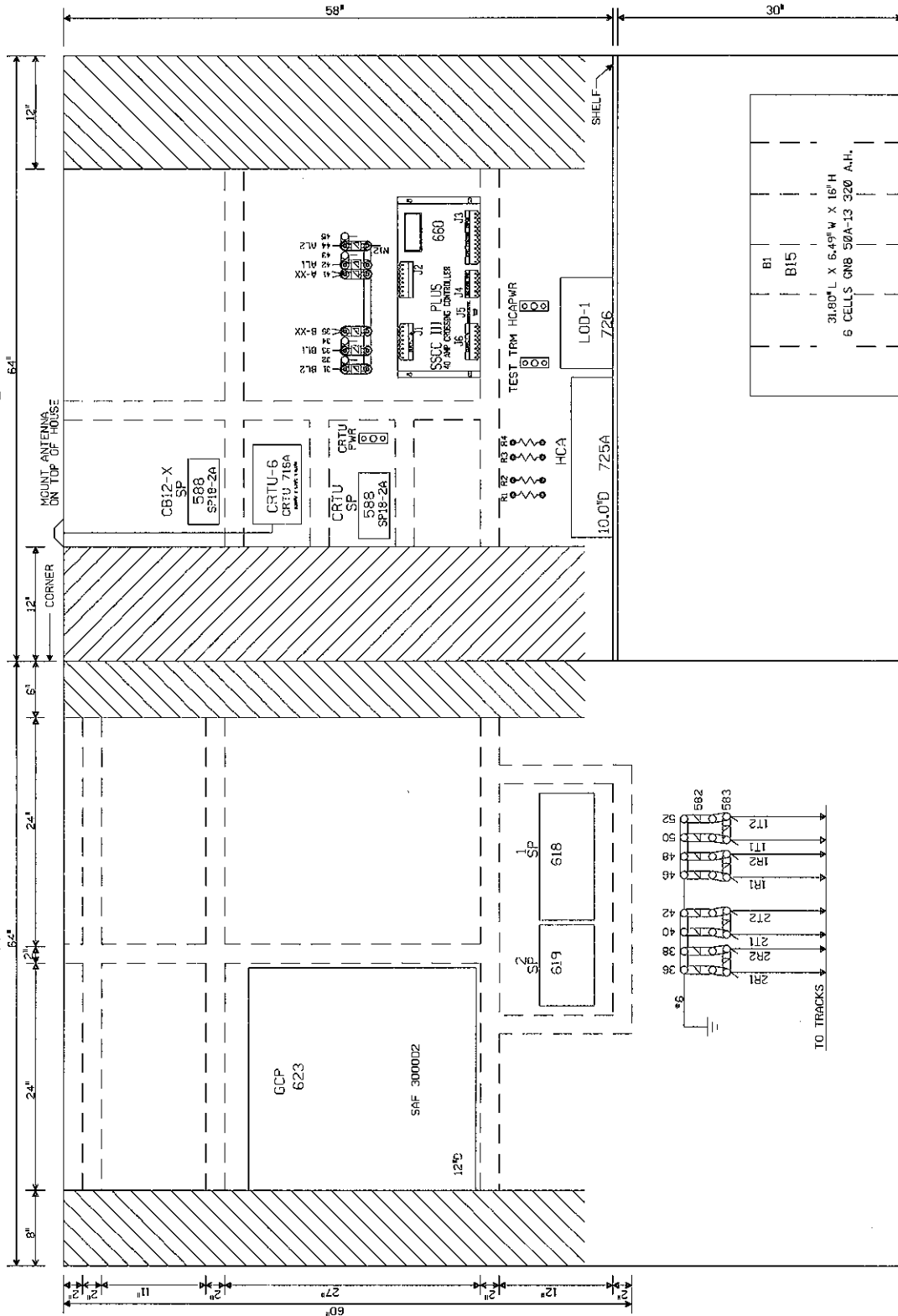
DES. CTC
CHK. JTB
A.F.E. 09060
ID: 030514.BX

MODIFICATION LEVEL
CABLE NO. 1 SC. NO. 6 B.T.
CABLE NO. 2 SC. NO. 6 B.T.

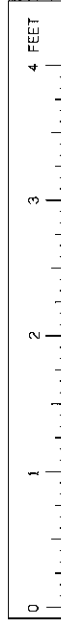
5-21-03
REVISIONS
1. LAST LEVEL CHKD.
2. LAST LEVEL MOD. THIS TYP.
3. LAST LEVEL BY DESIGNER.
4. A.F.E. 09060
CHANGED FROM TYP. 2 Y/N

11A II

11B II




NOTE: ALL DIMENSIONS SHOWN ARE APPROXIMATE.

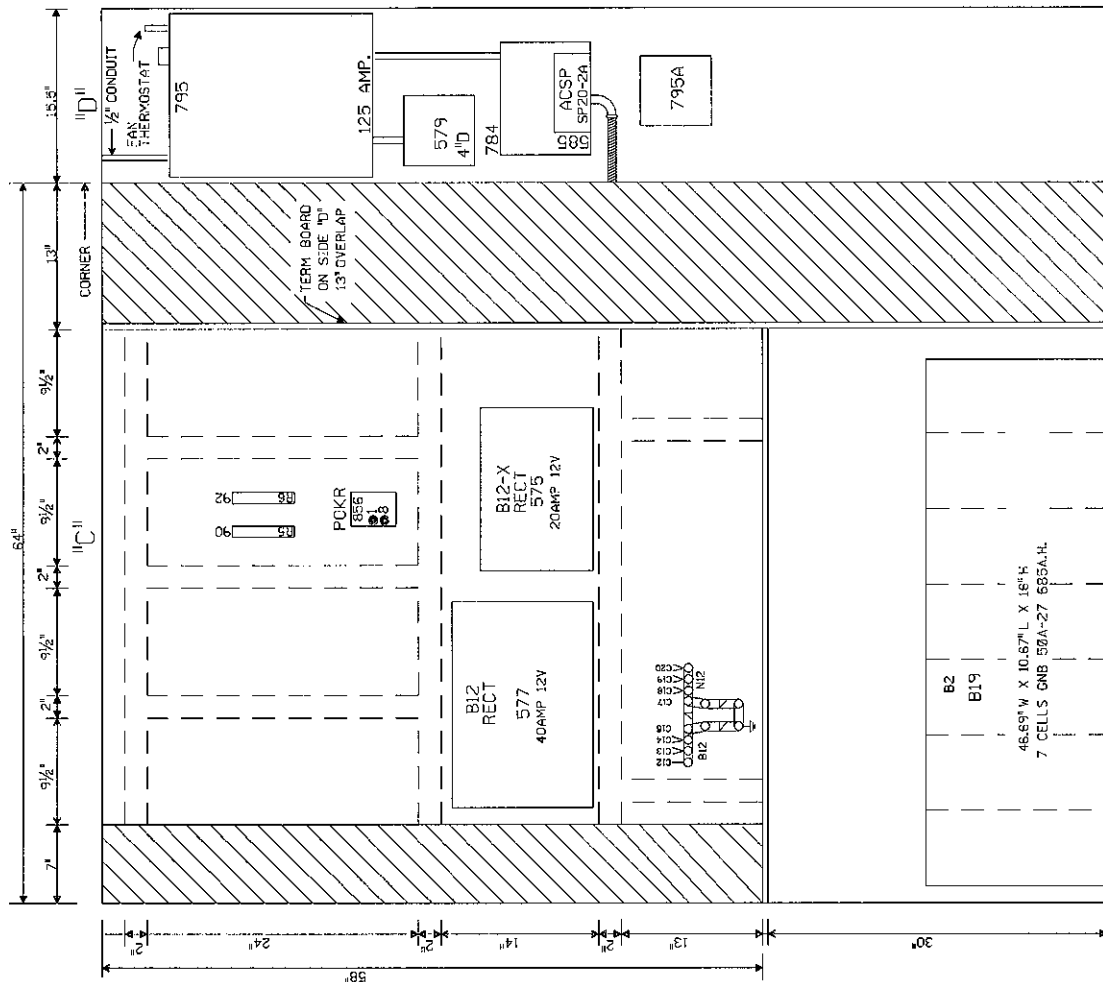


SCALE: 1.5 INCHES = 1 FOOT

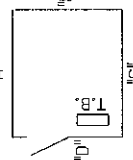
NEW SHEET
CHICAGO HEIGHTS, ILLINOIS
STATE STREET
M.P. 0.14
CHICAGO HEIGHTS INDUSTRIAL LEAD
CULLMAN SUBDIVISION
D.U.I. #862 5-270

			UNION PACIFIC RAILROAD CHICAGO HEIGHTS, ILLINOIS HIGHWAY CROSSING SIGNALS CONTROL CIRCUITS			DATE 5-21-03 SHEET 7 DWG 0.14 S-305		
			DES: CTC			OFFICE OF CHIEF ENGR		
			DIR: CTC					
			CHK: JTB					
			A.F.E. 04960					
			ID: 030514.7X					
			UNION PACIFIC			SIGNAL DESIGN		
								
			MODIFICATION LEVEL					
			O.A. LAST LEVEL CHK'D.			Y		
			LAST LEVEL MOD. THIS TYP.			Y		
			LAST LEVEL BY DESIGNER.			Y		
			CHANGED FROM TYP. Y/N			Y		
1			5-21-03					
			INSTALL CANTILEVERS AT CROSSING SIGNALS; M.P. 0.14 A.F.E. 04960			JTB / CTC/JMB		

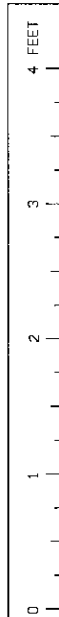
(REV. 03.06.01) (K1178FC.7)



6'X6'
BUNG
"A"



NOTE: ALL DIMENSIONS SHOWN
ARE APPROXIMATE.



NEW SHEET
CHICAGO HEIGHTS, ILLINOIS
STATE STREET
M.P. 0.14
CHICAGO HEIGHTS INDUSTRIAL LEAD
VILLA GROVE SUBDIVISION
D.D.T. 862 647C

UNION PACIFIC RAILROAD CHICAGO HEIGHTS, ILLINOIS HIGHWAY CROSSING SIGNALS CONTROL CIRCUITS		DES: CTC	DATE 9-21-03
		DIG: CTC	SHEET 8
		CHK: JTB	DWG 0.14
		A.P.E. 09080	S-305
		ID-030814.BX	OFFICE OF CHIEF ENGINEER
UNION PACIFIC CHICAGO HEIGHTS, ILLINOIS CHICAGO HEIGHTS INDUSTRIAL LEAD VILLA GROVE SUBDIVISION		MODIFICATION LEVEL	
		DA LAST LEVEL CHKO.	
		LAST LEVEL MOD. THIS TYP.	
		LAST LEVEL BY DESIGNER.	
		CHANGED FROM TYP. Y/N	
		REVISION	
		1	5-21-03
		2	5-21-03
		3	5-21-03
		4	5-21-03
		5	5-21-03
		6	5-21-03
		7	5-21-03
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		12	5-21-03
		13	5-21-03
		14	5-21-03
		15	5-21-03
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